



City of Edmonds

Community Services Department

Date: January 20, 2005
To: Mayor Haakenson and City Council members
From: Stephen Clifton, AICP, Community Services Director
Subject: Community Services Quarterly Report – January 2006

As requested by the City Council, this report provides an update on major projects currently being worked on by Community Services Department staff.

I. EDMONDS CROSSING

Project Description

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to Pt. Edwards, south of the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity passenger (Amtrak) and commuter rail (Sounder) service; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, waiting areas; and a system linking these facilities to allow for the safe movement of users.

Due to the number of activities that take place related to, and the lengthy timeline associated with, this project, I thought it might be helpful to provide a year end summary.

2005 Edmonds Crossing Year-End Summary

Significant progress was made this year on our collective efforts to eventually develop the Edmonds Crossing project. The following summarizes the progress:

- February 9, 2005 – The collective effort of the State, UNOCAL and City staff resulted in the City of Edmonds and Washington State Ferries (WSF) announcing the purchase (using state funds) of 21.31 acres of land owned by the Union Oil Company of California (UNOCAL). The property, otherwise known as the UNOCAL Lower Yard, will be owned by the Washington State Department of Transportation for the purpose of developing the future Edmonds Crossing Multimodal Project.
- April 7, 2005 – The Union Oil Company of California (UNOCAL) officially donated the Deer Creek Fish Hatchery to the City of Edmonds. Unocal General Manager Jim Dean presented the hatchery deed to Mayor Gary Haakenson at an event held at the Edmonds Yacht Club. The Laebugten Salmon Chapter has maintained and cared for the hatchery, located off Pine Street and SR104, for over 20 years and will continue their volunteer operations under a 10-year lease entered into between the City of Edmonds and Laebugten Salmon Chapter. The lease allows Laebugten to continue operating a fish hatching and rearing facility as well as conducting other fish related activities
- January through April, 2005 – Within the 2005 legislative transportation package, \$1,500,000, \$10,295,000 and \$23,170,000 was appropriated for the 2005-2007, 2011-2013 and 2013-2015 biennia respectively. Funding as part of the 2011-13 and 2013-2015 biennia were obligated by the State DOT to build Edmonds Crossing (the word “obligated” meaning it is their *intent* or *plan* to fund Edmonds Crossing at these levels in those biennia; this is not a set aside of money for EC). An additional \$700,000 was also noted in the budget as funding prior to 2005.
- May 17, 2005 –The two state legislative delegations representing Edmonds, along with the Mayor of Edmonds, sent a letter to Mike Anderson, CEO at Washington State Ferries, asking that within their 2006 supplemental budget request to the Legislature, they adjust WSF’s “out years” financial plan so that the Edmonds Crossing project can begin construction within the 2009-11 biennium. The request would move the amounts appropriated in the 2011-2013 and 2013-2015 biennia forward one biennium to help begin constructing some of the Edmonds Crossing Phase 1 components in 2009.
- June 22, 2005 – Sound Transit issued a letter to WSDOT concurring with the “Edmonds Crossing project description in the November 10, 2004 FEIS and the ROD” (Record of Decision).

- June 24, 2005 – Community Transit issued a letter to WSDOT concurring with the “size, scope and location of the proposed Edmonds Crossing project.” This statement is in support of the ROD.
- July 14, 2005 – FTA signed the Record of Decision for State Route 104, Edmonds Crossing.
- July 18, 2005 – FHWA signed the Record of Decision for State Route 104, Edmonds Crossing.
- August 17 - 30, 2005 – Notices of Availability were published in seven newspapers to inform interested citizens and others that the Federal Highway Administration and Federal Transit Administration officially issued a Record of Decision (ROD) on July 18, 2005. The Record of Decision was made available locally at the City libraries of Edmonds, Lynnwood, and Mukilteo.
- September 14, 2005 – Federal Transit Administration approved grant application WA-03-0209 in the amount of \$6,018,558 for the Edmonds Crossing project. The amount is tied directly to the three federal appropriations from 2002, 2003 and 2004 totaling \$6,500,000. The difference between the amounts relates directly to the amount retained by the FTA for administrative functions.
 Process: Once funding is appropriated at the federal level through the legislative process, an applicant, e.g., City of Edmonds, must then submit a grant application to the agency tied to the appropriation. Once approved, in this case by the FTA, a grantee can then spend the funds.
- September 23, 2005 – Representative Brian Sullivan, Washington State Ferries CEO Mike Anderson, Terminal Engineering Director Russ East, Mike Doubleday and Stephen Clifton met to discuss supplemental state appropriations and the City’s request to adjust WSF’s “out years” financial plan so that the Edmonds Crossing project can begin construction within the 2009-11 biennium. We received an indication from WSF that they will work to move some of the \$33 million forward, probably to the 2007-09 biennium, so that state money can be expended for the project, thus insuring the Record Of Decision stays current.
- November 5, 2005 - Initiative 912 to repeal the 9½ cent gas tax, approved by the legislature in April 2005, was defeated by statewide voters. While none of the 9½ cents was earmarked for EC, passage of 912 would have set off a re-prioritization of existing transportation projects, with the likely result that out years money earmarked for Edmonds Crossing would have been obligated elsewhere.
- October, November, and December 2005 and January, 2006 – City staff continued to monitor and participate in activities related to the Regional Transportation Investment District (RTID). Snohomish, King and Pierce

County Regional Transportation Investment District information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- December, 2005 – I completed a draft Request for Qualifications (RFQ) which will be issued to solicit consultants interested in providing environmental, engineering, and architectural services for the City and Washington State Ferries (WSF) on Edmonds Crossing. The selected firm will be working on the next phase of the project, i.e., Phase 2, final design and permitting. The draft RFQ and associated documents have been sent to Washington State Ferries for their review and approval prior to issuing the RFQ.

Funding

In preparation for a September 23, 2005 meeting referenced above, Mr. Clifton prepared a *Project Cost and Funding* memo. Currently, Edmonds Crossing has \$22,323,555 available from federal and state sources. \$16,348,622 of this amount has been appropriated to the project since 2002. Additionally, \$35,665,000 has been “obligated” by the state, most in the “out-years” as detailed above (this number, \$35.665 million, differs from the above referenced \$33 million number because it includes money earmarked to be spent in the 2011-2015 biennia).

WSF’s Timetable

DOT’s Edmonds Crossing December 2005 online update (www.wsdot.wa.gov/projects/edmondsterminal) has the following timetable:

- July 2012: expected start of construction
- June 2017: expected project completion

The WSF website has a total project cost of \$122 million, with \$78.7 million required (funding yet to be secured) to complete the project. NOTE: The City has contacted WSF to correct the referenced total project cost.

Funding Options Moving Forward

While there is no new state gas tax on the immediate horizon (in 2006), there are other sources the City and WSDOT/WSF can explore to keep the momentum moving forward on this project.

A. Federal funding

There are two potential ways to access the federal transportation budget in 2006:

1. **PSRC** – In March, 2006, PSRC will begin to convene a staff group that will eventually recommend which regional projects will receive federal funding in 2006 using PSRC’s typical selection process. The City has applied for this funding in the past.

2. **Senators Murray and Cantwell, and Rep. Inslee's offices** – I will work with Patton Boggs to apply for federal funds.

B. State Funding

There are a number of ways to keep the project before state decision-makers in 2006:

1. **WSF** – Continue to keep in close touch with WSF CEO Mike Anderson and Russ East; perhaps even a quarterly letter to Mr. Anderson with an update on any activities and funding possibilities. I will be working with Mike Doubleday on this issue.
2. **WSDOT Northwest Region** – WSDOT's NW Region has a Quarterly Project Review Committee that reviews projects in their region quarterly and makes recommendations to WSDOT's Olympia office to move money around if some projects are stalled and others moving ahead. The NW Region mostly consults with WSF, but we will explore whether it makes sense to talk directly with NW Region representatives about Edmonds Crossing.
3. **RTID** – This now appears to be a major focus of the state legislature which convened on January 9 (for a short, 60-day session); the governance of RTID and the project eligibility criteria may be changed. Furthermore, there is increasing momentum to delay an RTID vote until 2007 or perhaps even 2008. Mike Doubleday will be working on this during the legislative session, and I will continue participating in Snohomish County working groups as a rewrite begins moving along in the legislative process.
4. **2006 Legislative Session** – Mike Doubleday will work with Rep. Sullivan and other members of the City's delegation to ask that some Edmonds Crossing money be forwarded into the 07-09 biennium in order to keep the ROD current.
5. **Future State Gas Tax** – There are no new state gas tax increases planned in 2006. Mike Doubleday and Stephen Clifton will continue to monitor RTID as a new gas tax may be included as one of a few options for funding an overall funding package.

C. Sound Transit Funding

Please see Item II, Sound Transit, January 12, 2006 update regarding potential funding from Sound Transit.

II. SOUND TRANSIT

Project Description

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which pays for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day (or four round trips) and will include reverse trips. This is a reduction of two round trips from the originally proposed operational plan. Initial service will be phased in. The first roundtrip train run began in December, 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

Sound Transit 2: The Next Generation

As mentioned in earlier previous Quarterly Reports, Sound Transit is in the middle of a planning process to identify a set of investments for regional high capacity transportation that will constitute its next proposed system plan (ST2). The process began with the preparation of a Supplemental Environmental Impact Statement (SEIS), which was issued in June 2005. The SEIS informed an update to the agency's Regional Transit Long-Range Plan, which was adopted in July 2005 (Resolution No. R2005-14). The resolution adopting the Regional Transit Long-Range Plan also authorized the Chief Executive Officer to work with staff, the public, agencies, and communities throughout the region to develop priorities for Sound Transit 2, consistent with the adopted Regional Transit Long-Range Plan. The Long-Range Plan contains over 400 potential HCT projects. Since then, Sound Transit staff has worked with local jurisdictions, County technical work groups, and communities throughout the region to identify approximately 80 candidate projects for consideration in ST2.

Significant Activities since October 20, 2005

- December 8, 2005 – Sound Transit Board of Directors received information on a list of the 80 candidate projects referenced above, including details on scope, costs, risks and benefits, and preliminary financial information that will be used to build the agency's financial capacity for ST2. Based on this information, the Sound Transit Board will develop a draft package of ST2 projects for public consideration and review.

NOTE: Eventually, a final ST2 plan will be prepared, financing for which will be voted on by the public. While the Board is in the early stages of the ST2 development process, this motion represents the first formal step in narrowing the projects to be included in ST2.

The Board also outlined the process and priorities to be used for the initial screening of ST2 projects. The Board asked staff to focus on four key evaluation criteria at this preliminary stage: costs (capital and operating), ridership/benefit, system integration, and risk. These criteria are consistent with the agency's Long-Range Plan, and were responsive to the suggestions of the Expert Review Panel who advised Sound Transit to focus on the key criteria that the Board identifies as the most important to its decision-making. Staff was asked to apply these criteria to all of the candidate projects and to make recommendations to the Board regarding which projects perform well under the criteria and which projects the Board may want to set aside. The projects remaining after this preliminary screening would be subject to continued analysis and review. Projects set aside would receive no further staff attention, unless subsequently directed to do so by the Board.

- December 15, 2005 – The Sound Transit Board of Directors conducted a workshop to publicly review the ST2 project list and to hear reports from staff on financial capacity. In addressing the project list, staff discussed generally how the proposed ST2 projects build on Sound Move and promote the Long-Range Plan. Staff explained the process for internal project review (including various expertise work teams) and then described those projects that did not perform well under the Board's initial screening criteria. In response to questions and input from Board members and local jurisdictions, staff provided the Board with additional information on certain projects.
- January 09, 2006 – House Bill 2491, to reform transportation governance, was introduced in the Washington State Legislature. The following is a summary of the bill:
 - The Regional Transit Authority (RTA) and the Regional Transportation Investment District (RTID) may submit an integrated, joint regional transportation plan to voters in 2006, if county legislative authorities first approve it.
 - The Puget Sound Regional Transportation System Authority (RTSA) is created, subject to voter approval, comprising the counties that are included in the most populated Regional Transportation Planning Organization (RTPO).
 - Effective January 1, 2008, and subject to voter approval, a new Authority Council is created to govern regional transportation planning within RTSA, assuming the role as governing authority for RTID, RTA, and City Transportation Authority, with corresponding revenue modifications made.
- January 12, 2006 – The Sound Transit Board of Directors directed staff to set aside from further consideration those Sound Transit 2 projects that do not perform well under the Board's initial screening criteria. The one Snohomish County project removed from further consideration was project N4 Link Light Rail Transit – Lynnwood Park & Ride to Alderwood Mall along I-5 (Lynnwood).

NOTE: Project N23 - Edmonds Crossing Station, remains on the list for further consideration by Sound Transit. Project highlights include a range of \$62.5M to \$67.5M for the Edmonds Crossing station. This is subject to the

Sound Transit Board including this project within the final ST2 package and voter approval.

- January 16, 2006 – First reading to House Bill 2871, to create a regional transportation commission, was introduced in the Washington State Legislature. The following is a summary of the bill:
 - The Puget Sound Regional Transportation District is created, comprising at least the urban growth boundaries of King, Pierce, and Snohomish counties. A new Regional Transportation Commission (RTC) is created to govern the planning and funding of transportation projects in the Regional Transportation District, to include developing an integrated regional transportation investment plan for both road and transit projects of regional significance in coordination with the Regional Transit Authority (RTA).
 - RTA assumes the powers and duties of most local public transportation providers within its boundaries.
 - RTA's system planning and ballot measure access functions are assumed by RTC.
 - Statute authorizing a Regional Transportation Investment District is repealed in its entirety.
- January 17, 2006 – First reading to House Bill 2955, Implementing a regional transportation plan for central Puget Sound counties was introduced to the Washington State Legislature. The following is a summary of the bill:
 - A new Puget Sound regional governance commission is created to develop a regional transportation governance proposal for the central Puget Sound region, to be submitted to voters in 2007, for the purpose of establishing a single point of accountability in restructuring regional transportation funding and operating systems.
 - The Regional Transit Authority (RTA) and the Regional Transportation Investment District (RTID) must coordinate their planning and together submit their plans to the voters in 2007, alongside the regional governance proposal.
 - RTA and RTID revenue authorities are modified, and RTA and RTID must continue to coordinate regional road and transit planning in subsequent plans and ballot measures.

III. UNOCAL SITE CLEANUP

Project Description

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation.

Significant Activities since October 20, 2005

- October 26, 2005 – Draft Interim Action Report Work Plan for 2006 Lower yard Interim Action submitted to the Department of Ecology by Union Oil Company of California.

IV. EDMONDS PUBLIC FACILITIES DISTRICT

Project Description

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001. The Board is pursuing renovation of the original Edmonds High School Auditorium in order to transform it into a first class Edmonds Center for the Arts (ECA) and multipurpose facility.

Significant Activities Since October 20, 2005

- October, November, and December, 2005 and January, 2006 – The Fundraising Campaign Committee continued its focus on fundraising activities.
- October, November, and December, 2005 and January, 2006 – Construction continues and is within a few days of being on schedule.
- December 13, 2005 – First monthly E-newsletter sent to subscribers of the Edmonds Center for the Arts website, various interests groups and individuals.
- December 22, 2005 – The Edmonds Public Facilities District Board of Directors issued a press release to announce the appointment of Joseph McIalwain as Executive Director of the Edmonds Center for the Arts. Mr. McIalwain will be introduced to the City Council on January 24, 2006 during the City Council meeting.
- January 18, 2006 – Second monthly E-newsletter sent to subscribers of the Edmonds Center for the Arts website, various interests groups and individuals.

V. SNOHOMISH COUNTY PAINE FIELD

Overview

On July 14, 2004, a Mead & Hunt Inc. Business Travel Survey was issued which focused on the market potential and options for Paine Field. On August 20, 2004, a Snohomish County Citizen Cabinet issued an Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Both reports put Paine Field in the regional spotlight as they highlight the possibility of using Paine Field for commercial aircraft operations, thus changing its general aviation status.

Significant Activities Since October 20, 2005

- October, November, and December, 2005 and January, 2006 – No new information